

T200712002 – Boyds Corner Road, Cedar Lane Road to US 13

Welcome!

September 12, 2023

Project Location

East of US 301 to US 13

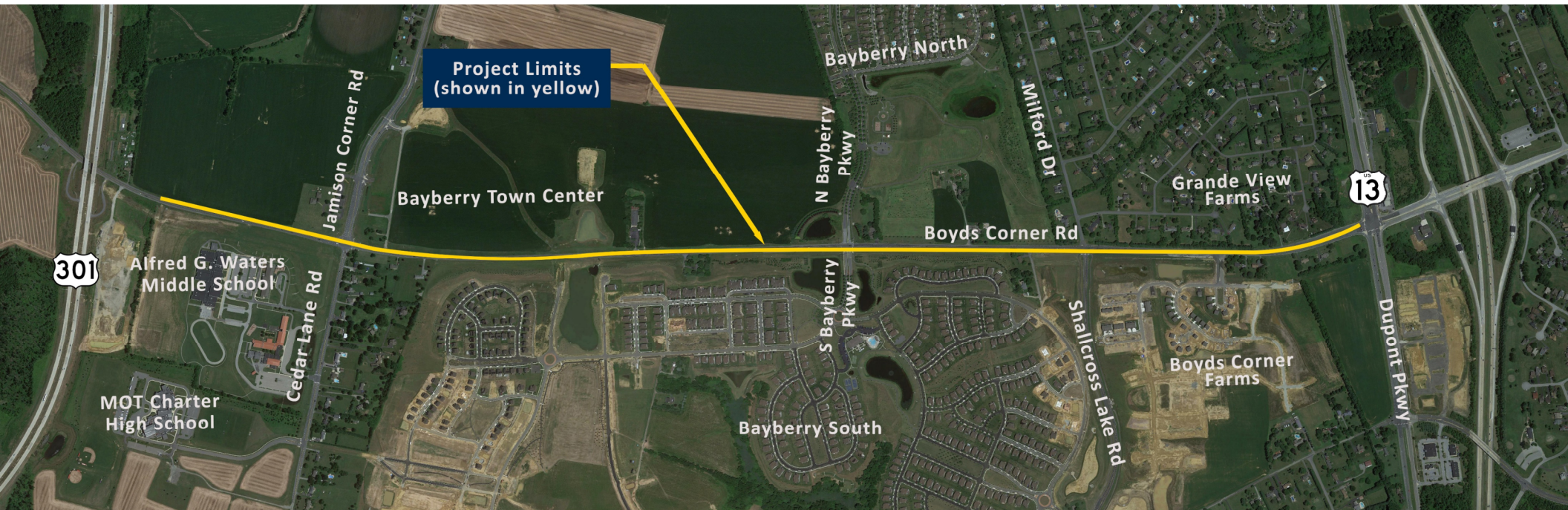
Project Length

2.16 miles

Schedule

Design – 2024-2026

Construction – 2027-2028



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Project Funding

State, Federal and Developers

Through coordination with New Castle County, a Traffic Improvement District (TID) was formed in Southern New Castle County to address needed transportation improvements of proposed developments. Developers within the TID boundary will contribute towards the Boyds Corner Road improvements.

Project Goals

- **Increase capacity** to accommodate proposed growth in area
- **Provide complete streets solution** providing vehicular, pedestrian, cycle and transit modes
- **Reduce speeds and increase safety** as this area of Middletown transitions from rural agricultural to mixed use suburban
- **Minimize access points** and unsignalized left turn movements along the corridor



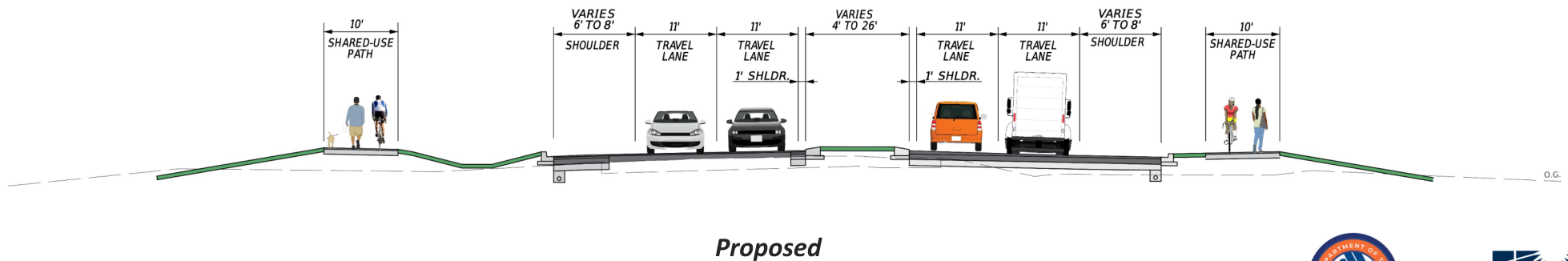
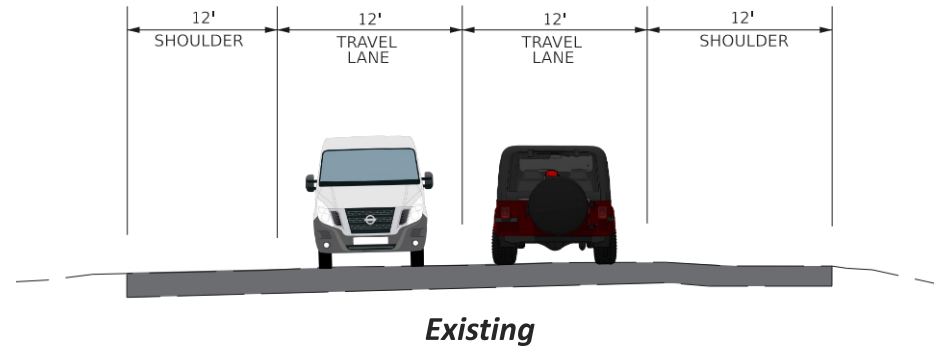
Proposed Developments in Project Area within Southern New Castle County TID



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Proposed Improvements

- Widen from 2 lane undivided roadway to 4 lane divided roadway
- 6' to 8' wide shoulders
- Curbed grass median
- Four multi-lane roundabouts
- Widen signalized Jamison Corner Road / Cedar Lane Road intersection to add through and turn lanes
- 2.55' miles of 10' wide shared use path
 - North Side – Jamison Corner Road to Milford Drive
 - South Side – Cedar Lane Road to US 13
- Reduce posted speed limit from 50 mph to 45 mph



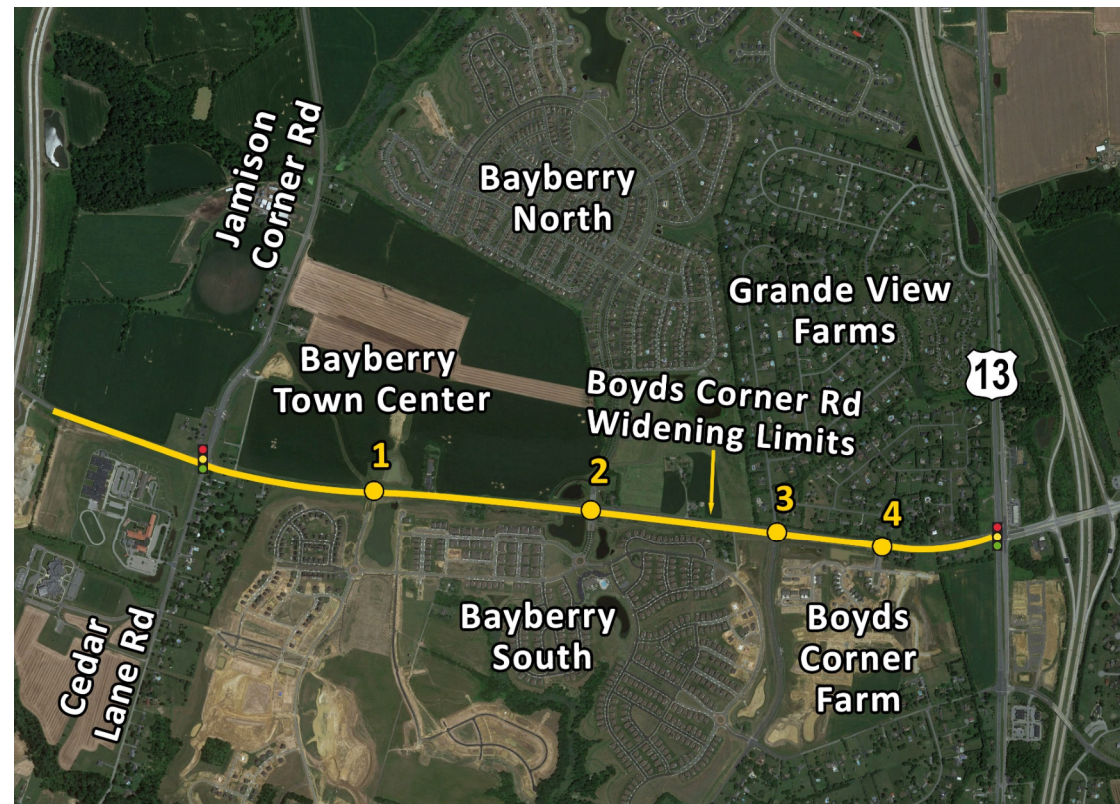
Multi-Lane Roundabouts

Roundabout Locations

1. Bayberry Town Center / Bayberry South entrance
 - North Bayberry Parkway / West Central Park Drive
2. Bayberry North entrance / Bayberry South entrance
 - North Bayberry Parkway / South Bayberry Parkway
3. Milford Drive / Shallcross Lake Road
4. Boyds Corner Farm entrance

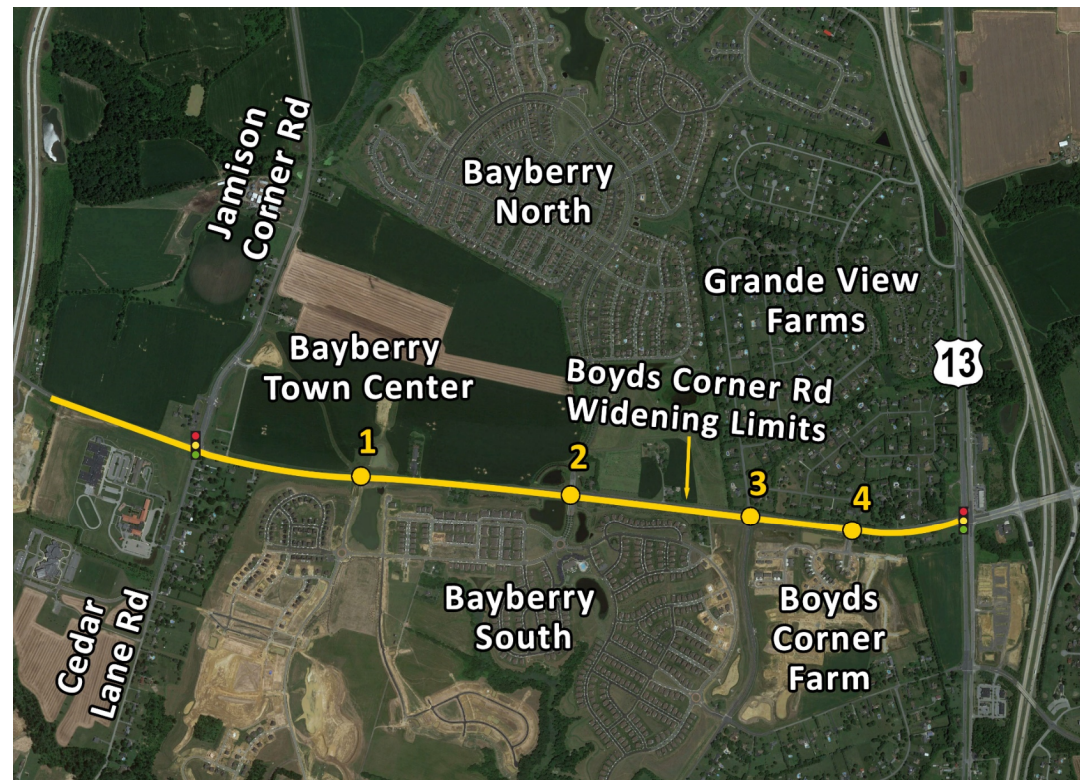
Intersections previously proposed as signals

- Roundabouts preferred over signals for safety reasons
- Roundabouts provide traffic calming and reduced speeds through the Boyds Corner Road widening limits which may reroute some regional trips to US 301



Why Roundabouts Instead of Signals?

- A safer option compared to signalized intersections
 - **48% accident reduction** at Marl Pit Road and Cedar Lane Road intersection after installing roundabout
- 31% of intersection accidents in DE occur on signalized divided roadways*
- 239 intersection fatalities or serious injuries in DE in 2019*
- Indiana has installed 256 roundabouts to replace traffic lights since 2016. It has seen a **90% reduction in fatalities, 76% fewer injuries and a 30%-40% fall in the number of accidents involving pedestrians**, the state says, adding that roundabouts also **increase road capacity by up to 50%**.
- Minnesota has experienced **over an 80% reduction in fatal and serious injury crashes** at intersections where roundabouts have been installed.
- More than two people are killed every day on U.S. roads by impatient and reckless drivers running red lights, according to data analysis (*AAA Foundation for Traffic Safety*)



* Delaware 2021 - 2025 Strategic Highway Safety Plan: Toward Zero Deaths

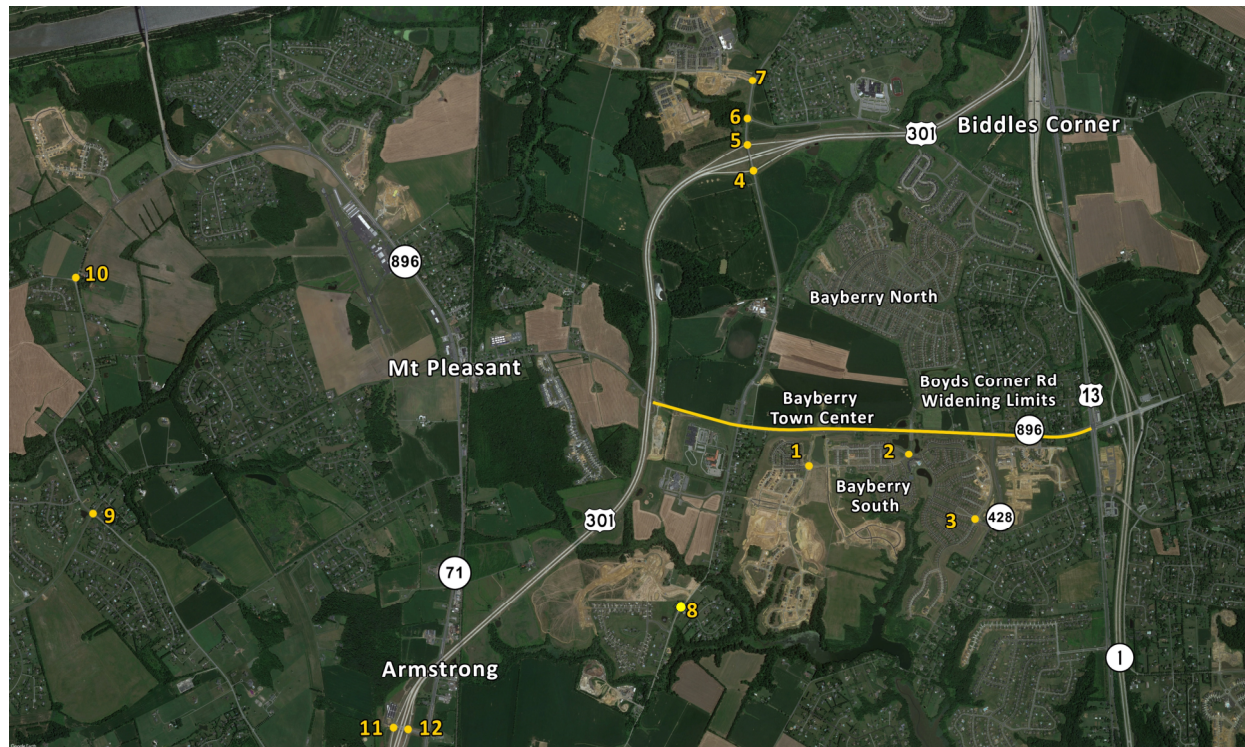


Community is Familiar with Roundabouts

Existing Roundabout Locations

- 1.-3. Bayberry South subdivision
4. Jamison Corner Road and SR 1 interchange Southbound Ramps
5. Jamison Corner Road and SR 1 interchange Northbound Ramps
6. Jamison Corner Road and Hyetts Corner Road
7. Jamison Corner Road and Lorewood Grove Road
8. Marl Pit Road and Cedar Lane Road
9. Choptank Road and Bethel Church Road
10. Choptank Road and Churchtown Road
11. Connector Road & US 301 Southbound Ramps
 - North Middletown
12. Connector Road & US 301 Northbound Ramps
 - North Middletown

More roundabouts are being considered in the area



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Thank you for coming!

DelDOT Project Manager

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Project Website

<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T200712002>

